



# INDOT State Rail Plan

## Virtual Stakeholder Meeting

Summary Report - October 27, 2020





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## Agenda

Project: INDOT State Rail Plan

Subject: Virtual Stakeholder Meeting #1

Date: Tuesday, October 27, 2020

Location: Webex Virtual Meeting

Attendees: Total: 62 | A full list of attendees is available in **Appendix D**.

### 1.1 Meeting Details

This meeting was held virtually on Webex and introduced the stakeholders to the project including the overview of the State Rail Plan, its development, timing, purpose, and economic benefits. This was an opportunity for participants to talk to the project team in an open discussion and have their questions answered.

Ameerah Palacios and Keith Bucklew facilitated the meeting. The full presentation is detailed in **Appendix A**.

Date	Time	Location
October 27, 2020	1 p.m. to 3 p.m.	Webex Virtual Meeting

### 2.1 Meeting Manager

Ameerah Palacios, Senior Strategic Communications Coordinator

### 3.1 Attendees

Staff	Responsibility
Keith Bucklew	Presenter
Matt Van Hattem	Presenter
Ameerah Palacios	Facilitator, Production and Scribe

### 4.1 Meeting Agenda

Agenda	Time	Facilitator
Welcome	1 p.m. - 1:05 p.m.	Keith Bucklew



Agenda	Time	Facilitator
<b>Overview of State Rail Plan Development Process &amp; Timeline</b>	1:06 p.m. - 1:15 p.m.	Keith
<b>State Rail Plan Topics:</b> <ul style="list-style-type: none"><li>• Purpose and goals of the state Rail Plan (poll question)</li><li>• Indiana Rail system (poll question)</li><li>• Key economics aspects of rail in Indiana (poll question)</li><li>• Trends (poll question)</li></ul>	1:16 p.m. - 2:15 p.m.	Keith gave an overview of each subject  Ameerah Palacios facilitated poll questions for each topic. A few of poll questions responses is available in <b>Appendix B</b> .
<b>Q&amp;A and Discussion</b>	2:16 p.m. - 2:31 p.m.	Keith & Ameerah & INDOT
<b>Staying Connected</b>	2:32 p.m. - 2:40 p.m.	Keith
<b>Next Steps and Adjournment</b>	2:45 p.m.	Keith

## 5.1 Overview of State Rail Plan Development Process and Timeline

Keith Bucklew presented on the project timeline based on each task and deliverable in the process.

## 6.1 State Rail Plan Topics

Keith presented on the purpose and goals of the State Rail Plan and Matt Van Hattem joined to present on the Indiana Rail system including:

- Rail System Map
- Summary of types
- Stats on Rail System (use data from the last SRP)

Keith shared key economic aspects of rail in Indiana and the trends and forecast in the area.



Attendees asked question in the meeting chat, which are noted below:

1. Arvid Olson asked for Task 8 of the SRP how upcoming applications to the FRA for FAST Act, R&E, and State of Good Repair will be supported if Indiana is limited by tight budgets in providing matching funds? He also asked what could be done in the short term to maintain momentum?
2. Phillip Streby remarked that passenger rail brings economic opportunity to those communities it serves around the country. It pays for itself through this mean. Streby asked if Indiana is prepared to acknowledge this information when it develops the SRP.
3. Arvid Olson also asked about future freight rail decisions: "As the class one rail companies contract facilities through the implementation of PSR, what can the state do to preserve rail infrastructure for future growth and new customers usage?"

## 7.1 Q&A and Discussion

Keith, Ameerah, and members of INDOT opened up the floor up to participants to ask questions on what they have heard so far and had a discussion on key topics. Below is a summary of verbal questions. Other questions are specified in the virtual meeting chat log in **Appendix C**.

***Fred Lanahan asked about investment into other passenger rail options and growth in the rail system in the state beyond NICTD and South Shore, specifically potential routes from Chicago to Ft. Wayne, Columbus on to Pittsburgh, and Indianapolis to Chicago and Indianapolis to Louisville. Lanahan asked what the chance or projection was that the state would begin to put money into other areas and federal grants such as what they are in doing in Northwest Indiana.***

*RESPONSE:*

Keith Bucklew responded by saying that the projection of investment is not currently known but that Indiana is participating in rail more than they ever have and are doing what they can with competing demands.

***Rick Harnish asked about the possibility of a high speed rail plan and said the Chicago-Indy market would be fantastic for high speed rail. "With 180 miles and the horror of I-65, it's a great area to test it. You could do it in less than 90 minutes with a service every hour and it would change the dynamics for the Indy to Chi connection, and to Lafayette and the feeding transit that does not exist now but could exist with high speed rail."***

*RESPONSE:*

Keith Bucklew responded by thanking Rick Harnish for his comment.



***Curt Sylvester commented on the commuters who are choosing not to drive cars and remarked that INDOT needs to give more credence to passenger rail, and thoughts are needed on how to move seniors and millennials who do not want to drive. Businesses in Fort Wayne are finding it hard to recruit employees because people do not want to drive, Sylvester said. "We need people movers."***

*RESPONSE:*

Keith Bucklew responded by thanking Curt Sylvester for his comment.

***Laura Kliewer asked what the status is on any study on how much it would cost to reestablish the Hoosier State service since there are other studies being done throughout the state and multi-state. Kliewer remarked in detail about the FRA-led Midwest Regional Rail study and the potential for Indiana.***

*RESPONSE:*

Keith Bucklew responded by thanking Laura Kliewer for the information and that the SRP team would review the report.

***Kevin Murray commented that as more passenger rail infrastructure is investigated that INDOT should not implement more passenger rail at the cost or negative result to commercial freight.***

*RESPONSE:*

Keith Bucklew responded by thanking Kevin Murray for his comment.

Laura Kliewer remarked that freight partners are important for any growth or expansion with passenger rail.

Arvid Olson responded by saying that in 2019 INDOT completed a traffic engineering study about for passenger rail infrastructure for Indiana that looked at potential improvements to make it a better freight and passenger corridor. He said he hopes the collaboration between passenger and freight railroads should continue.

***Bob Grewel asked if the rail plan will include any benchmarking of how like midwestern states plan and fund rail systems?***

*RESPONSE:*

Keith Bucklew responded by saying that every state is unique and that it's important to compare similar systems or features. He also said that the SRP will include benchmarking factors from other states and welcomed him to share more examples of benchmarks that are important for the SRP.

***Fred Lanahan remarked that the State of Missouri has rail infrastructure funded by the state legislature on an annual basis and asked if that structure could be set up in Indiana to improve service in key areas.***

*RESPONSE:*

Keith Bucklew responded by thanking Fred Lanahan for his mention of the Missouri's funding mechanism.



## 8.1 Staying Connected

Keith reminded participants that the online survey is still open for stakeholders to take. He will share the current project updates and ask for a point of contact for key stakeholders for future coordination.

DRAFT



## Appendix A: Webex Virtual Stakeholder Meeting Presentation

DRAFT

# INDOT State Rail Plan Process and Updates

Virtual Meeting  
10/27/2020



# Agenda

- 1. Welcome**
- 2. Overview of State Rail Plan Development Process and Timeline**
- 3. State Rail Plan Topics**
  - Purpose and goals
  - Indiana's rail system
  - Key economic aspects of rail in Indiana
- 4. Q&A and Discussion**
- 5. Staying Connected**
- 6. Next Steps and Adjournment**





# Overview of State Rail Plan Development Process and Timeline

INDOT STATE RAIL PLAN VIRTUAL MEETING



# Indiana's State Rail Plan



- Updated every four years
- Guides the improvement of freight and passenger rail investments in rural and urban areas throughout the Hoosier state
- Supports efforts to provide a safe, efficient and convenient rail transportation system for all Indiana residents

# SCHEDULE:

## Indiana State Rail Plan

(November 2019-April 2020) Contract & SOW Prep

**TASK 1**  
Project Management

**TASK 2**  
Stakeholder Engagement & Public Outreach

**TASK 3**  
Data Collection & Analysis

**TASK 4**  
State's Rail Goals & Objectives

**TASK 5**  
Economic Context of Rail & Commodity Flows

**TASK 6**  
Indiana's Rail System

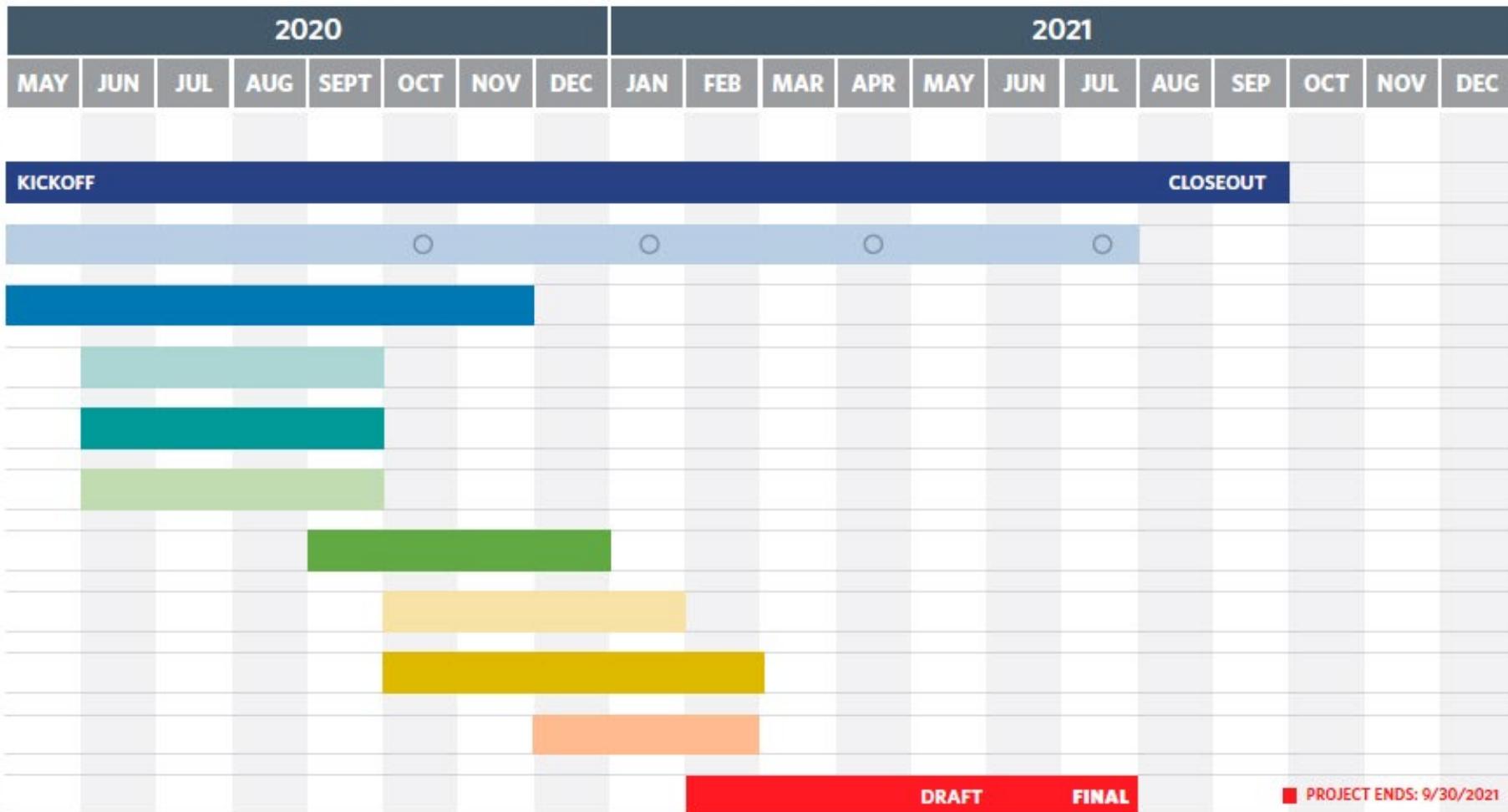
**TASK 7**  
Trends & Forecast

**TASK 8**  
Passenger Rail Improvements & Investments

**TASK 9**  
Freight Rail Improvements & Investments

**TASK 10**  
Institutional, Regulatory, Fundings

**TASK 11**  
Draft & Final Report





# Purpose and Goals

INDOT STATE RAIL PLAN VIRTUAL MEETING

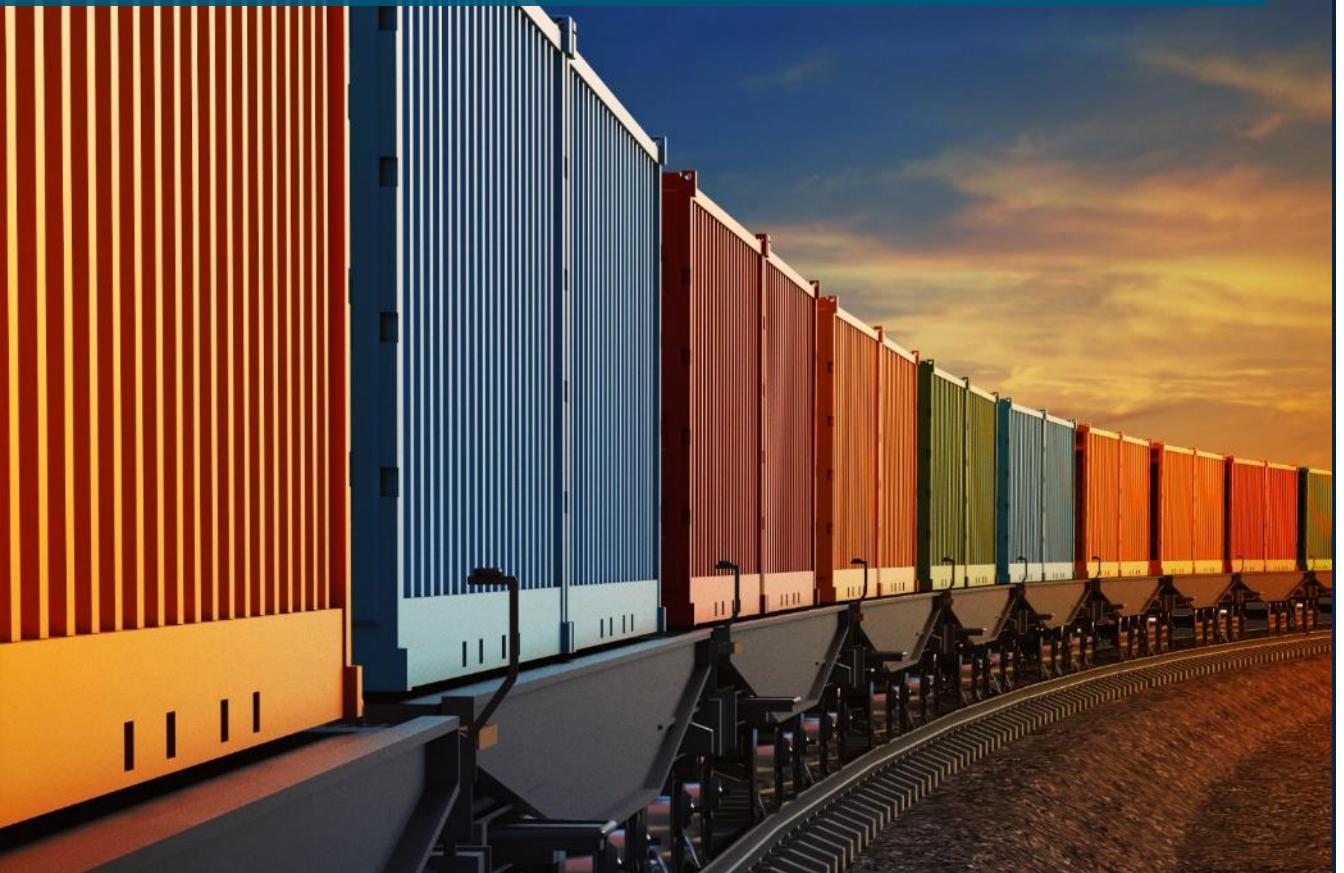


# Purpose



- INDOT Recognizes Importance of Rail
- Compliance with Federal Requirements
- Opportunity to Take Inventory of Existing Rail System
- Opportunity to (Re)prioritize Projects, Programs, and Policies
- Opportunity to Understand Needs and Issues of Rail Industry

# INDOT's Goals for Indiana's Rail System



- Safety
- Economic Development
- Transportation Effectiveness
- Quality of Life, Environmental and Social Responsibility
- Innovation

# What industry are you representing today?

- A. Freight Railroad
- B. Passenger Railroad
- C. Shipper
- D. Association
- E. Government
- F. Other



## Question 1

# What is the Most Significant Issue in Your Rail Operations?



- A. Rules and Regulations
- B. Qualified Personnel
- C. Physical Infrastructure Constraints
- D. Funding



## Question 2

### What is the Most Significant Issue in Indiana's Rail System?



- A. Constrained capacity on principal freight rail corridors
- B. Constrained capacity on shared-use passenger and freight rail corridors
- C. Constrained vertical clearances and railcar weight restrictions
- D. Other





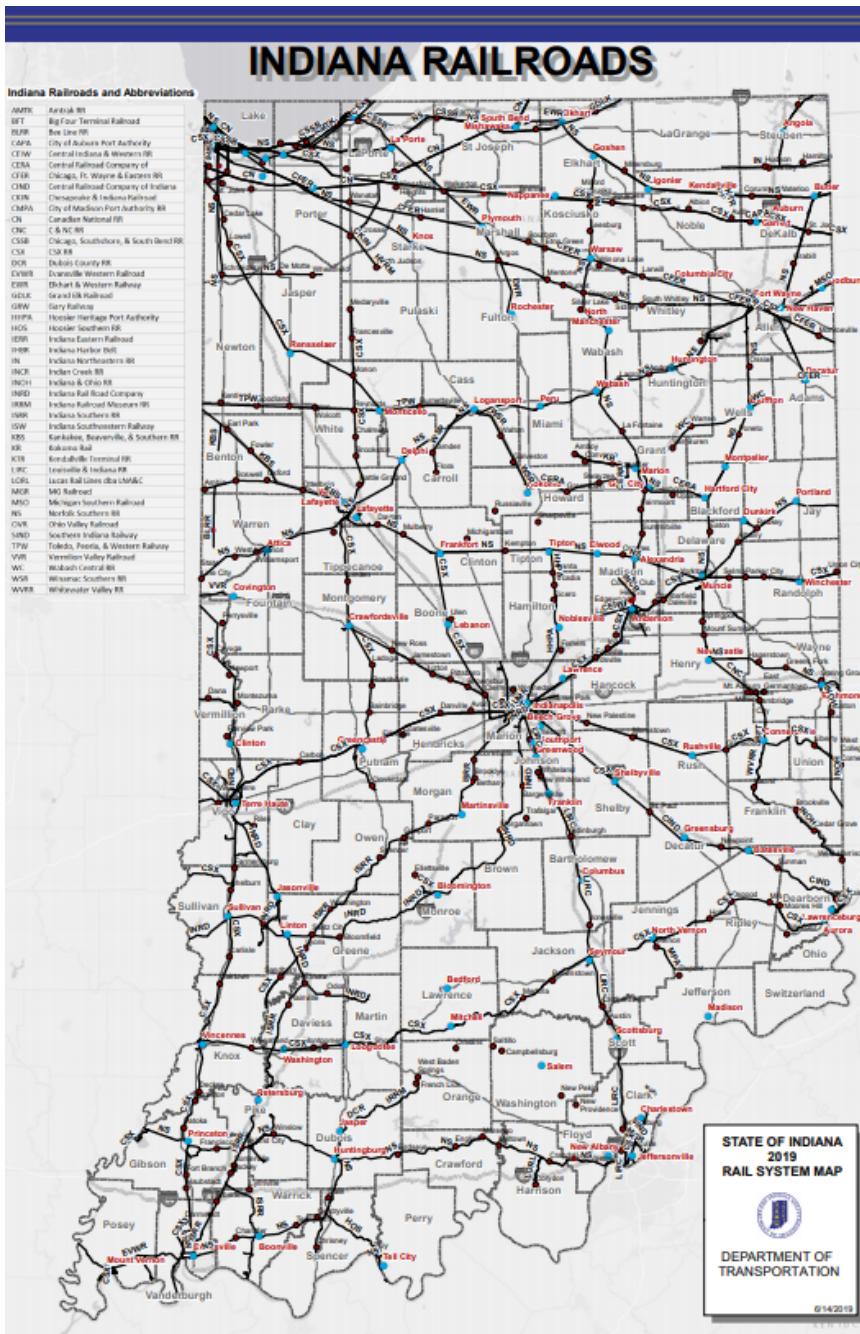
# Indiana's Rail System

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# Existing Rail System

- 4,134 Route Miles
- 48 Railroads
  - Amtrak
  - NICTD
  - 3 Class I
  - 1 Class II
  - 38 Class III
  - 4 excursion operators



## Question 3

Select the 3 most valuable types of investments that should be made in Indiana to improve freight rail access, promote economic development, and enhance the state's competitiveness in national markets and the global marketplace:

- A. New or enhanced transload facilities
- B. New or enhanced intermodal facilities
- C. New or enhanced industrial track access
- D. New or enhanced intermodal connections
- E. Improved reliability of existing infrastructure and facilities
- F. New or enhanced federal, state, local, and public-private partnership funding options
- G. Other options



## Question 4

### How should Indiana prioritize future freight rail service decisions?

- A. Increased speed/reliability to existing distributors
- B. Increased access to new distributors (both shippers and receivers)
- C. Alleviate network bottlenecks
- D. Expanded financial programs (i.e. grants)
- E. Construction of new routes to accommodate economic growth
- F. Other

A high-speed passenger train is shown in motion, creating a horizontal blur effect. The train is white with blue and grey accents. It is traveling through a landscape with green fields and trees under a clear sky.

# Passenger Rail

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# Indiana Passenger Rail Services



## Three Amtrak Long Distance Services

### Cardinal

Chicago – Indianapolis – Cincinnati – New York

- Operates three days per week in each direction
- Serves 6 Indiana stations

### Lake Shore Limited

Chicago – Cleveland – Albany – New York and Boston

- Operates daily in each direction
- Serves South Bend, Elkhart, and Waterloo

### Capitol Limited

Chicago – Cleveland – Pittsburgh – Washington

- Operates daily in each direction
- Serves South Bend, Elkhart, and Waterloo

## One Michigan State-Supported Corridor Service

### Wolverine Service

Chicago – Battle Creek – Detroit – Pontiac

- Operated by Amtrak
- Three daily trains in each direction
- Limited service to Hammond-Whiting, Michigan City

### South Shore Line

**Commuter rail service operated by Northern Indiana Commuter Transportation District**

Chicago – Gary – Michigan City – South Bend

- 43 revenue trains on weekdays, 26 on weekends
- 12 Indiana stations, 7 Illinois stations



# Passenger Rail Challenges and Opportunities

## New Services and Corridor Planning Initiatives

- NICTD West Lake Extension and Double Track projects
- Chicago – Indianapolis
- Chicago – Fort Wayne – Columbus – Pittsburgh

## Impacts of COVID on Travel Demand, Service Frequencies

- Triweekly service on all Amtrak long distance routes
- Reduced corridor operations in Chicago
- Budget shortfalls from reduced ticket revenue



## Meeting 21st Century Travel Needs

- Capacity and reliability investments in shared-use corridors
- Service attributes to attract riders
  - Frequencies, routes, amenities, stations, marketing

## Question 5

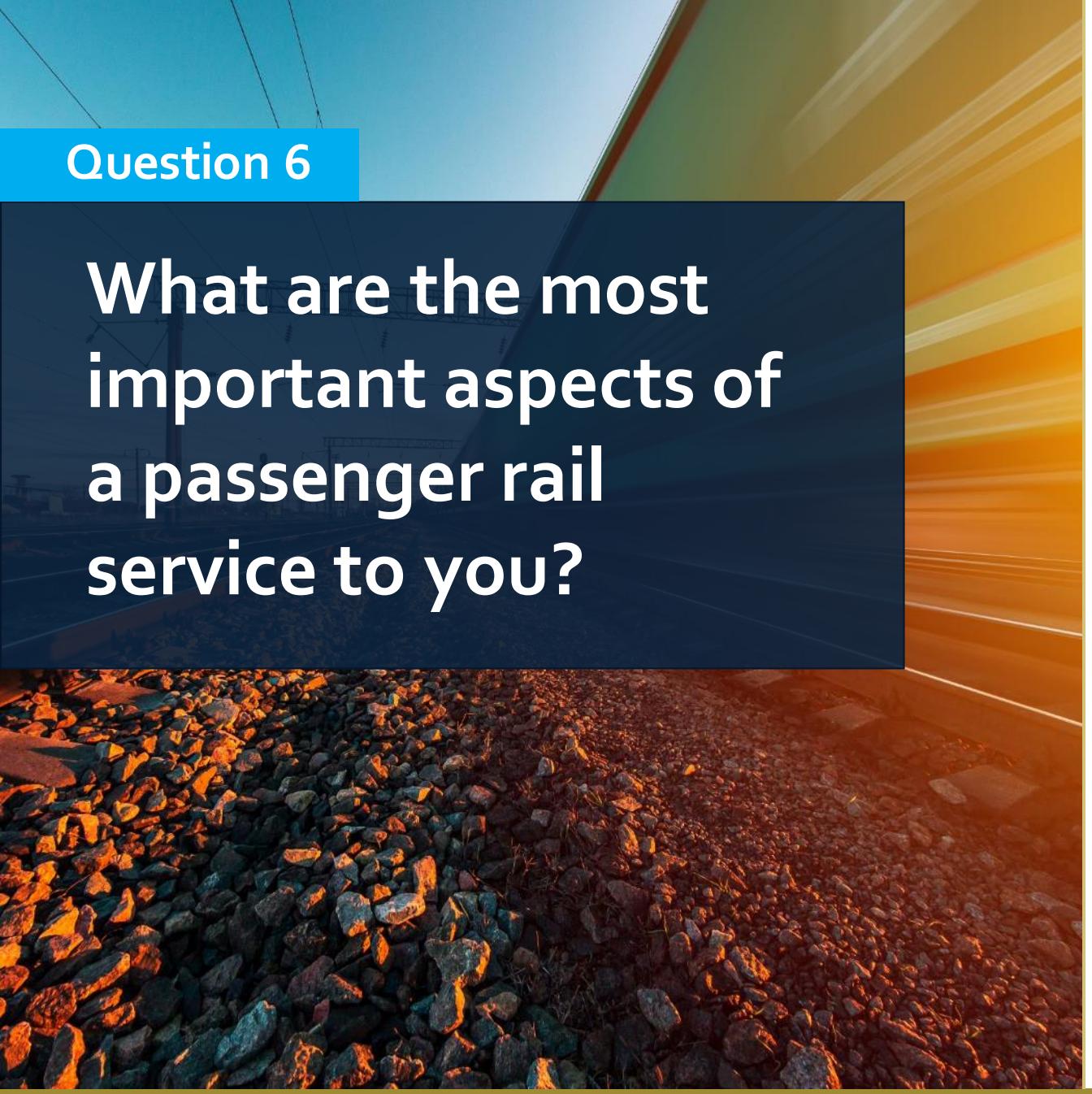
### What should passenger rail accomplish in Indiana?



- A. Provide opportunities for short trips within the state (i.e., Indianapolis-Terre Haute)
- B. Provide opportunities for longer trips, interstate (i.e., South Bend-Cleveland, Indianapolis-Louisville)
- C. Provide opportunities for trips to and from Indianapolis and Chicago
- D. Provide opportunities for commuting to and from work
- E. Provide opportunities to connect with other modes (airports, transit hubs)
- F. Other



## Question 6



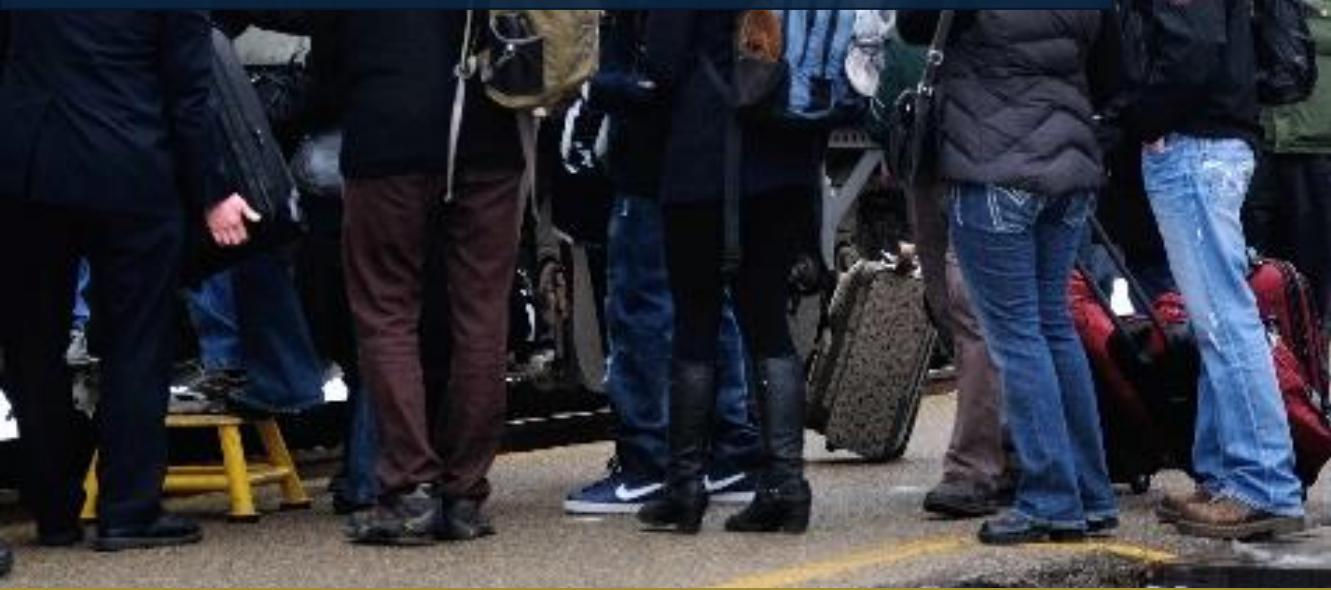
What are the most important aspects of a passenger rail service to you?

- A. Travel speed/time
- B. Travel reliability
- C. Amenities and comfort (including technology)
- D. Frequency of service
- E. Other



## Question 7

### Choose Three: How should Indiana prioritize future passenger rail service decisions?



- A. More frequencies on existing routes
- B. Same frequencies but improved amenities/performance
- C. More stations on existing routes
- D. New routes, with frequencies on existing routes maintained
- E. Same routes and frequencies but improved station services
- F. More commuter rail routes and frequencies
- G. Improved transit connections at stations
- H. Other





# Indiana Rail Economics

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# Commodity Flow Analysis

Analysis based on STB Waybill 2018 Sample Data



# Freight Rail Baseline Summary, 2018

## Outbound:

- 51.1 million tons; 586 thousand carloads

## Inbound:

- 47.0 million tons; 509 thousand carloads

## Intrastate:

- 26.3 million tons; 243 thousand carloads

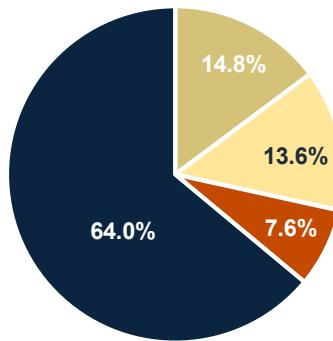
## Through:

- 220.7 million tons; 6.6 million carloads

## Total:

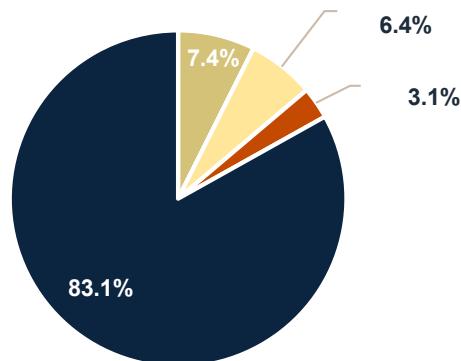
- 345.2 million tons; 7.9 million carloads

Rail Movement Share by Direction (Tons)



■ Outbound ■ Inbound ■ Intrastate ■ Through

Rail Movement Share by Direction (Carloads)



■ Outbound ■ Inbound ■ Intrastate ■ Through

Source: HDR Analysis of STB Waybill 2018 Sample Data



## Question 8

**What industries or commodities would benefit today by having better rail access?**



## Question 9

Based on the previous question, in what general geographic location should rail service be considered?



# Freight Flow by Commodity and Direction, 2018

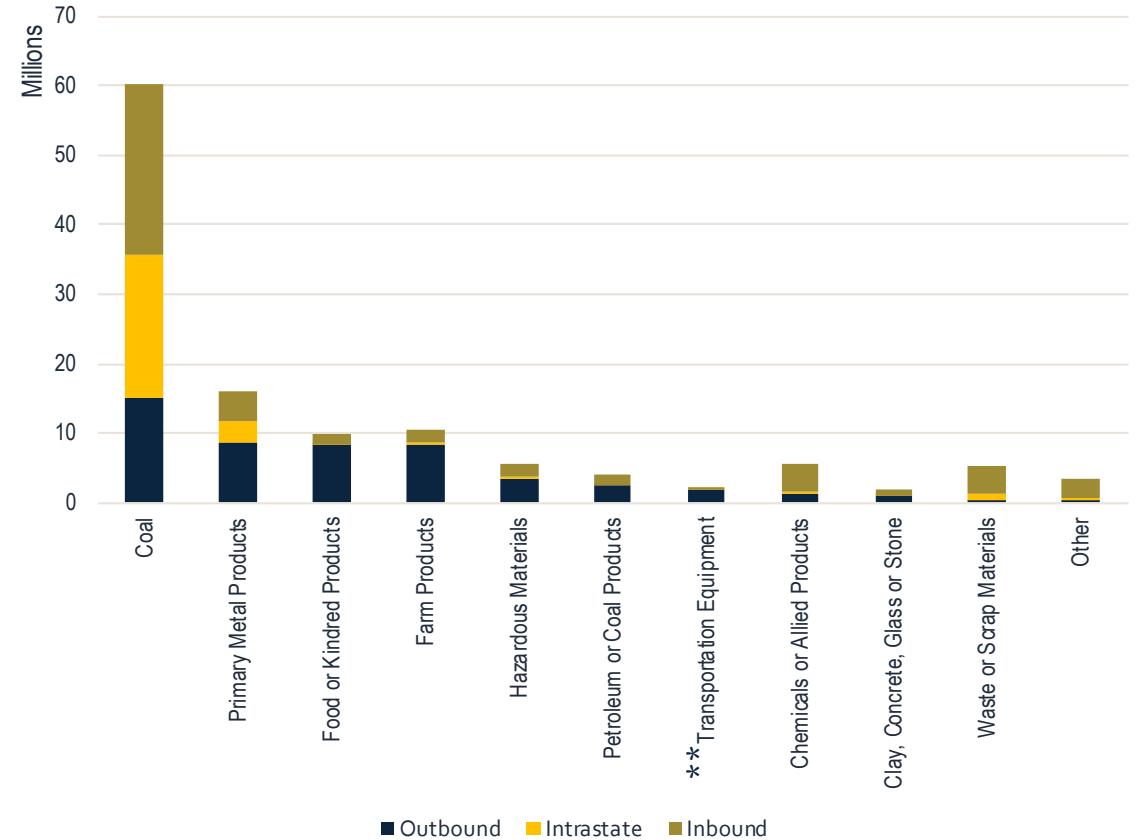
## Coal is the predominant commodity:

- Over 60 million tons of coal originate or terminate in Indiana
- Accounts for almost half of all commodities for outbound, intrastate, and inbound movements

Primary metal products, food and farm products account for approximately 30% of commodity movements terminating or originating in Indiana.

Source: HDR Analysis of STB Waybill 2018 Sample Data

Freight Flow by Commodity and Direction  
(Millions of Tons)\*



\*Note: The graph does not include through movements.

\*\*Transportation equipment includes motor vehicles, buses, trucks, locomotives and railroad equipment



# Freight Flow Forecast

Analysis based on STB Waybill 2018 Sample Data and FAF4 Data



# Summary of Freight Flow Forecast, 2018 - 2045

## Outbound:

- Increased by 28.4% (annual growth rate of 0.9%)

## Inbound:

- Increased by 16.5% (annual growth rate of 0.6%)

## Intrastate:

- Decreased by 21.4% (annual growth rate of -0.9%)

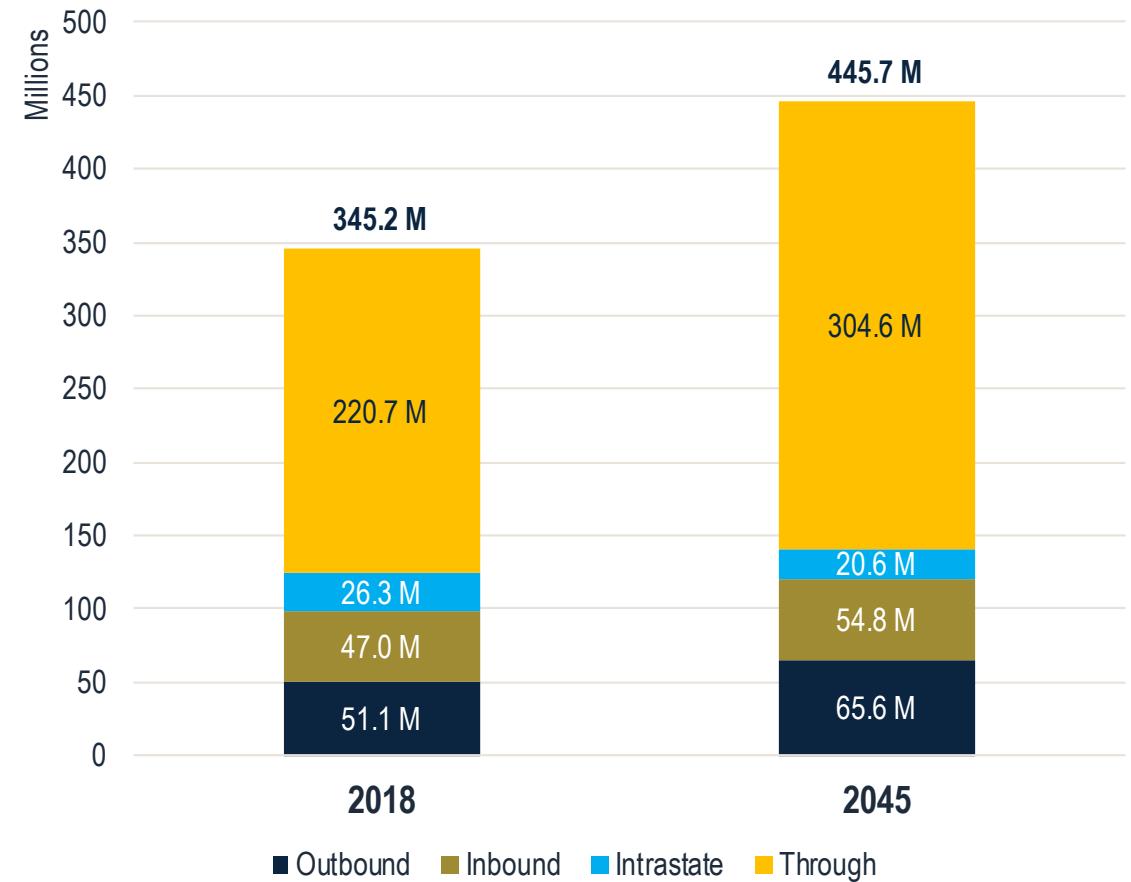
## Through:

- Increased by 38.0% (annual growth rate of 1.2%)

## Total:

- Increased by 29.1% (annual growth rate of 1.0%)

Forecast of Freight Flows (Millions of Tons)



Source: HDR Analysis of STB Waybill 2018 Sample Data and FAF4 Data



Question 10

What industries or commodities do you see needing rail transportation in the future?



# Freight Flow by Commodity and Direction, 2045

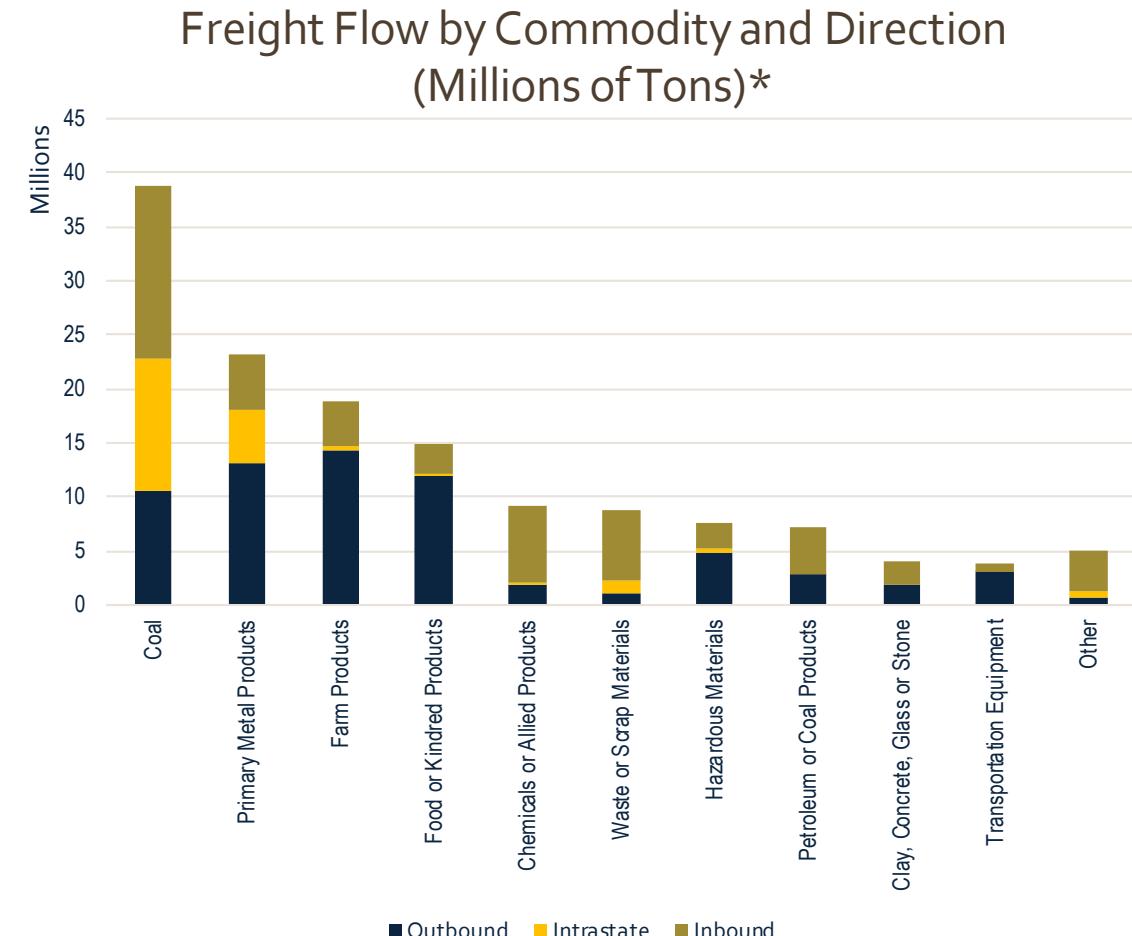
**While coal tonnage movement has decreased compared to 2018, it is still expected to dominate other commodities:**

- Over 38 million tons of coal will originate or terminate in Indiana
- Will account for approximately 27% of total tonnage for outbound, intrastate, and inbound movements

**Metal products will be the second commodity group in terms of tonnage:**

- 16% of originating and terminating tonnage

Source: HDR Analysis of STB Waybill 2018 Sample Data and FAF4 Data



\*Note: The graph does not include through movements.



Question 11

Based on your freight rail experience, what factors are expected to drive the movement of coal and metal products between 2018 and 2045?



A person wearing a hard hat and safety vest is working on a construction site. In the background, there is heavy machinery and a large pile of dirt or gravel. The image has a blue tint.

# Have Questions?

INDOT STATE RAIL PLAN VIRTUAL MEETING



A person wearing a hard hat and safety vest is working on a construction site. Heavy machinery, including a bulldozer, is visible in the background. The scene is set outdoors with trees and a clear sky.

# Staying Connected

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Have More  
Questions?

Contact:  
**Keith Bucklew**  
**Project Manager, HDR**  
**[INSRP@hdrinc.com](mailto:INSRP@hdrinc.com)**





# State Rail Plan Online Survey

Available now:

[Rail.indot.in.gov](http://Rail.indot.in.gov) or at  
<https://www.surveymonkey.com/r/INSRP20>

## Indiana Department of Transportation State Rail Plan Survey

### Introduction

This year, the Indiana Department of Transportation is updating their State Rail Plan. This State Rail Plan will identify proposed improvements in urban and rural areas to benefit the movement of people and goods through these areas. The SRP outlines freight and passenger rail planning activities that will achieve the objective for the state to provide a safe, efficient and convenient transportation system to Hoosiers.

The SRP is a way to connect all of these initiatives and allow them to move toward a common goal of optimal rail transportation in the state. In addition, the SRP will guide INDOT's investment decisions to maintain and improve the rail transportation system, to support the movement of freight and passengers in Indiana, and ultimately strengthen the state's economy and raise the quality of life for its citizens.

The development of a comprehensive SRP offers an opportunity for INDOT to accurately define what the rail system in the state looks like today and what it can look like in the future.



A construction worker wearing a hard hat and a high-visibility safety vest is working on a railroad track. The worker is positioned on the left side of the frame, facing right. The background shows a blurred landscape of trees and possibly a body of water or a clearing. The overall image has a blue-tinted, slightly overexposed look.

# Thank you!

Contact Keith Bucklew, Project Manager at HDR:  
[INSRP@hdrinc.com](mailto:INSRP@hdrinc.com)

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## Appendix B: Webex Individual Polling Responses and Summaries

### Practice Question: What industry are you representing today?

A. Freight Railroad	<b>12/44 (27%)</b>
B. Passenger Railroad	7/44 (16%)
C. Shipper	2/44 (5%)
D. Association	6/44 (14%)
E. Government	6/44 (14%)
F. Other	6/44 (14%)
G. No Answer	5/44 (11%)

### Individual Responses and Chat Log Messages:

- Gale Shultz: representing shipper and short line
- Nadia Gkritza: Academia
- Laura Kliewer, Would choose two: Passenger rail AND association AND, in a way government (MIPRC is a compact of Midwestern states, including Indiana). Midwest Interstate Passenger Rail Commission
- Theresa Allen: Passengers & All Aboard Ohio

### Question One: What is the most significant issue in your rail operations?

A. Rules and Regulations	3/43 ( 7%)
B. Qualified Personnel	1/43 ( 2%)
C. Physical Infrastructure Constraints	6/43 ( 14%)
<b>D. Funding</b>	<b>18/43 ( 42%)</b>
E. No Answer	15/43 ( 35%)

### Individual Responses and Chat Log Messages:

- Passenger rail brings economic opportunity to those communities it serves around the country. It pays for itself through this mean. Is Indiana prepared to acknowledge this information when it develops this plan?
- This question doesn't apply to everyone.
- by funding I mean revenue



**Question Two: What is the most significant issue in Indiana's rail system?**

A. Constrained capacity on principal freight rail corridors	7/44 (16%)
<b>B. Constrained capacity on shared-use passenger and freight rail corridors</b>	<b>10/44 (23%)</b>
C. Constrained vertical clearances and railcar weight restrictions	4/44 (9%)
D. Other	5/44 (11%)
E. No Answer	18/44 (41%)

**Individual Responses and Chat Log Messages:**

- Ohio is the doughnut hole of passenger rail
- Lack of competitive rail served industrial sites and buildings.
- Ohio's incomplete routes and support
- Most significant issue: highway-rail crossing interaction
- Lack of passenger rail service statewide
- Insufficient passenger rail for people in central Indiana
- alternatives to Chicago congested hubs
- Would say most significant issue is need to better understand passenger rail benefits to the state, and also shared benefits to freight rail when upgrades are made to accommodate more passenger rail
- allowing shippers to have a choice in railroad carriers
- Too many at grade crossing accidents. Need more strength in the ability to close redundant crossings.



**Question Three: Select the 3 most valuable types of investments that should be made in Indiana to improve freight rail access, promote economic development, and enhance the state's competitiveness in national markets and the global marketplace:**

A. New or enhanced transload facilities	9/43 ( 21%)
B. New or enhanced intermodal facilities	9/43 ( 21%)
<b>C. New or enhanced industrial track access</b>	<b>12/43 ( 28%)</b>
D. New or enhanced intermodal connections	11/43 ( 26%)
<b>E. Improved reliability of existing infrastructure and facilities</b>	<b>19/43 ( 44%)</b>
<b>F. New or enhanced federal, state, local, and public-private partnership funding options</b>	<b>19/43 ( 44%)</b>
G. Other options	2/43 ( 5%)
H. No Answer	13/43 ( 30%)

**Individual Responses and Chat Log Messages:**

- D,E,F
- Not answering this question, as deals exclusively with freight rail . . . .



**Question Four: How should Indiana prioritize future freight rail service decisions?**

A. Increased speed/reliability to existing distributors	1/44 (2%)
B. Increased access to new distributors (both shippers and receivers)	3/44 (7%)
C. Alleviate network bottlenecks	7/44 (16%)
<b>D. Expanded financial programs (i.e. grants)</b>	<b>11/44 (25%)</b>
E. Construction of new routes to accommodate economic growth	3/44 (7%)
F. Other	1/44 (2%)
G. No Answer	18/44 (41%)

**Individual Responses and Chat Log Messages:**

- Representing Amtrak, we believe that Indiana's economic competitiveness would be greatly enhanced by expanding rail capacity in shared use corridors both in NW Indiana and along the route we currently use for the Cardinal, and formerly, the Hoosier State. Connecting Indianapolis with Chicago (and Cincinnati as well) with better service made possible by capacity enhancements to shared use corridors would be of great benefit to Indiana.
- Regarding the Rail Plan Task 8: Regarding the current economic slump (due to COVID), how will upcoming applications to the FRA for FAST Act, R&E, and State of Good Repair be supported if Indiana is limited by tight budgets in providing matching funds? What can be done in the short term to maintain momentum?
- F. Funding options to included using property taxes collected from railroads to be used exclusively for rail related improvement projects.
- E. Definitely improve current rail infrastructure to allow for higher speeds associated with passenger rail and track sharing.
- A,D,E
- C. and E.
- Regarding future freight rail decisions: As the class one rail companies contract facilities through the implementation of PSR, what can the state do to preserve rail infrastructure for future growth and new customers usage?
- Supply the capital for individual innovation.



**Question Five: What should passenger rail accomplish in Indiana?**

A. Provide opportunities for short trips within the state (i.e., Indianapolis-Terre Haute)	1/45 (2%)
B. Provide opportunities for longer trips, interstate (i.e., South Bend-Cleveland, Indianapolis-Louisville)	3/45 (7%)
<b>C. Provide opportunities for trips to and from Indianapolis and Chicago</b>	<b>7/45 (16%)</b>
D. Provide opportunities for commuting to and from work	3/45 (7%)
<b>E. Provide opportunities to connect with other modes (airports, transit hubs)</b>	<b>7/45 (16%)</b>
F. Other	5/45 (11%)
G. No Answer	19/45 (42%)

**Individual Responses and Chat Log Messages:**

- all of the above
- All of the above
- All of the above.
- All of the above
- didn't see connection Waterloo to Chicago
- Passenger Rail: honestly, a workable Hoosier State could combine effectively C, D, and E.
- Would help if could prioritize instead of just pick one
- While I listed Indy-Chicago as top priority, we would be happy to work with the state on all of these potential accomplishments.
- There is no need to separate these. The same infrastructure can provide all.
- Interested in restoring passenger rail service which is both funding and getting logistics between all levels of government and track owners.
- A thru E all important, and should be funded appropriately to serve the needs of Indiana citizens to connect both intrastate as well as with the surrounding region.
- Why not all of them?
- Need passenger Rail Service between Chicago to Columbus Ohio through Fort Wayne'
- Can we possibly change that question to a ranking??
- B,D
- E - as long as it does not interfere with commercial rail



**Question Six: What are the most important aspects of a passenger rail service to you?**

A. Travel speed/time	4/45 (9%)
<b>B. Travel reliability</b>	<b>15/45 (33%)</b>
C. Amenities and comfort (including technology)	1/45 (2%)
D. Frequency of service	5/45 (11%)
E. Other	6/45 (13%)

**Individual Responses and Chat Log Messages:**

- Really all.
- Again, all of these are intertwined. The same infrastructure that would allow faster speeds would also allow more frequency and improve reliability.
- Amtrak believes all of these are important.
- A, B, C, D
- In fairness, after frequency of service needs to integrate speed (reasonable) and reliability.
- all the above
- Survey design isn't great. Same with the online survey that was done earlier.
- would you please resend the srp online survey link?
- Many of the answers overlap in importance.



**Question Seven: Choose Three: How should Indiana prioritize future passenger rail service decisions?**

<b>A. More frequencies on existing routes</b>	<b>17/47 (36%)</b>
B. Same frequencies but improved amenities/performance	3/47 (6%)
C. More stations on existing routes	3/47 (6%)
<b>D. New routes, with frequencies on existing routes maintained</b>	<b>16/47 (34%)</b>
E. Same routes and frequencies but improved station services	2/47 (4%)
F. More commuter rail routes and frequencies	11/47 (23%)
<b>G. Improved transit connections at stations</b>	<b>13/47 (28%)</b>
H. Other	1/47 (2%)
I. No Answer	22/47 (47%)

**Individual Responses and Chat Log Messages:**

- D,E,F
- Considering that the Hoosier State is no longer running, I selected D because it would technically be a "new" route. We, as well as federal grant programs available for such things, would consider it a route "restoration," an important difference.
- and applicable for R&E funding
- Exactly what I was referring to, yes. Wisconsin obtained a R&E grant for the second CHI-Twin Cities train that we plan to add in the next couple of years.
- How will upcoming applications to the FRA for FAST Act, R&E, and State of Good Repair be supported if Indiana is limited by tight budgets in providing matching funds? What can be done in the short term to maintain momentum?
- I suggest having assistance from the Indiana Passenger Rail Alliance to help with the design of this survey. As Rick Harnish suggested, the questions and their limiting responses will provide false responses.
- Other: Public and private partnerships to expand commuter routes. Everyone will need to be onboard to get anything accomplished, and the public will need to want the transportation
- Expedited warehouses to allow for multiple transportation providers and methods



**Question Eight: What industries or commodities would benefit today by having better rail access?**

**Responses:**

- Grain, fertilizer, steel
- Great question
- food and beverage, agriculture, automotive immediately come to mind
- No opinion
- Grain and crop inputs (fertilizers)
- Tourist industry, Business and convention capacity.
- Raw materials into the state. Steel industry would benefit by having better rail access.
- Plastics, Agriculture, Lumber, Heavy Manufacturing
- Grain, steel - part of this is we need better rates from our Class I partners
- Timber, Lumber, aggregates, scrap metals
- Lumber, plastic resins, aggregates
- All commodities.
- Tourism could benefit
- College student travel
- Seniors and those who do not like to drive would benefit
- Bricks, consumer goods.
- Tourism and travel; multimodal truck trailer operations
- For passenger rail, the citizen industry and the local communities.
- Several bulk commodities, grain, fertilizer, cement, fly ash, aggregate, chemicals
- Plastics/composites
- Considering that many new industrial areas are built without direct rail access, I don't know how to answer this.
- Hopefully the coal you have pictured will be a declining commodity.
- Any industry that needs to transport great quantities over a long distance in order to compete with the trucking industry.
- Any heavy volume commodity that is shipped over 100-miles. Grain, coal and steel are the most common in Indiana
- Transloading and cross docking
- In my line of work, I'm more concerned about motorists conflicts with rail and the growing length of trains that continues to cause problems for traffic
- Distribution, Manufacturing



**Question Nine: Based on the previous question, in what general geographic location should rail service be considered?**

**Responses:**

- Anywhere long haul heavy commodities need to move to or from.
- Away from corporation limits
- Benton County
- Central and western Indiana
- Chicago-Indianapolis and south from there. Chicago-Ft. Wayne-Columbus as first priorities.
- Definitely farming states for grain; manufacturing which is
- I would refer to a 1980 Indiana Rail Map compared to today. The result should be obvious.
- In a hub and spoke layout to and from major metropolitan areas.
- Indianapolis - Chicago - Cincinnati
- Madison, Jay and Adams County
- North, especially Northeast.
- Northern 2/3 of IN
- Northern Indiana and west central Indiana
- Northern Indiana connecting with Chicago and, Indianapolis,
- Northwest Indiana
- Rail service should be considered at mega sites as well as infill sites that need some additional redevelopment
- Statewide

**Question Ten: What industries or commodities do you see needing rail transportation in the future?**

**Responses:**

- Agricultural will need unit trains, many other bulk commodities will need expanded rail capacity
- As the #1 manufacturing state, I believe there are missed opportunities to provide just in time materials for plants and factories in assembling finished products.
- Auto, agriculture, Intermodal
- Distribution centers.
- Food and beverage, agriculture
- General merchandise distribution centers
- Grain, fertilizer, steel
- Great question!  
Plastics, Chemicals, Consumer Products, Forest Products
- I don't know enough about the industry to answer this question
- Municipal waste including recyclables
- Recycling and container food products
- RV Industry



- Significant and growing need for passenger rail lines and service across Indiana and into neighboring states.
- Steel
- Steel; plastics; grain
- Tourism, commuters, many businesses and industries
- Windmills
- The Warsaw based medical industry needs passenger rail to supply the number and types of workers required.
- Passenger rail will likely be "driving" any rail service if Indiana promotes itself as a place to live and work and recreate.

**Question Eleven: Based on your freight rail experience, what factors are expected to drive the movement of coal and metal products between 2018 and 2045?**

**Responses:**

- Access to passenger rail will help to drive downtown living and central city growth.
- Automotive will continue to climb past 17M units driving steel usage. Money is cheap and the industry is investing in itself for future growth
- Coal will decline much faster than forecast, metal will require more scrap feed (recycling) which is generally short haul, but heavy, also waste will grow
- Coal: governmental regulations (negative impact), natural gas prices (competitive impact), development of alternative uses for coal (potential positive impact). Metal: freight rates of rail vs. truck.
- Federal government energy policy and regulations.
- Hopefully climate action will create smaller coal forecasts that you have presented.
- IDK- I'm representing an MPO in Lima, OH. my primary concern here is passenger rail.
- Pricing and service
- Public policy dealing with climate; air, water etc.
- This survey was very weighted toward freight which is where Indiana seems to be in its thinking. We really need to be thinking about passenger rail more ..... more questions on passenger please.
- Trend away from coal, fossil fuel
- With Natural Gas Fractionator facilities coming on-line (i.e. Shell Cracker Plant in Monaca PA) this could drive new wave in plastics



## Appendix C: Webex Virtual Meeting Chat Log

Each chat message is logged below with the person who sent the message and the timestamp of the message.

### 1) Ameerah Palacios to everyone: 1:03 PM

Welcome to the meeting everyone! We'll start in the next couple of minutes to give everyone time to log on.

### 2) from Gale E Shultz to everyone: 1:13 PM

representing shipper and short line

### 3) from Theresa Allen to everyone: 1:14 PM

Hello

### 4) from Nadia Gkritza to everyone: 1:14 PM

Academia

### 5) from Laura Kliewer, Midwest Interstate Passenger Rail Commission to everyone: 1:14 PM

Would choose two: Passenger rail AND association AND, in a way government (MIPRC is a compact of Midwestern states, including Indiana). Midwest Interstate Passenger Rail Commission

### 6) from Theresa Allen to everyone: 1:14 PM

Passengers

### 7) from Theresa Allen to everyone: 1:14 PM

All Aboard Ohio

### 8) from Theresa Allen to everyone: 1:15 PM

Funding

### 9) from Phillip Streby to everyone: 1:15 PM

Passenger rail brings economic opportunity to those communities it serves around the country. It pays for itself through this mean. Is Indiana prepared to acknowledge this information when it develops this plan?

### 10) from Rose Scovel to everyone: 1:15 PM

This question doesn't apply to everyone.

### 11) from Cresswell Hizer to everyone: 1:15 PM

by funding I mean revenue



**12) from Laura Kliewer, Midwest Interstate Passenger Rail Commission to everyone: 1:15 PM**

Ditto what Phil Streby wrote.

**13) from Theresa Allen to everyone: 1:15 PM**

Ohio is the doughnut hole of passenger rail

**14) from Bob Grew to everyone: 1:17 PM**

Lack of competitive rail served industrial sites and buildings.

**15) from Theresa Allen to everyone: 1:17 PM**

Ohio's incomplete routes and support

**16) from Brendan Keener to everyone: 1:17 PM**

Most significant issue: highway-rail crossing interaction

**17) from Rick Harnish to everyone: 1:18 PM**

Lack of passenger rail service statewide

**18) from Rose Scovel to everyone: 1:18 PM**

Insufficient passenger rail for people in central Indiana

**19) from Kevin to everyone: 1:18 PM**

alternatives to Chicago congested hubs

**20) from Laura Kliewer, Midwest Interstate Passenger Rail Commission to everyone: 1:18 PM**

Would say most significant issue is need to better understand passenger rail benefits to the state, and also shared benefits to freight rail when upgrades are made to accommodate more passenger rail

**21) from Kevin to everyone: 1:18 PM**

allowing shippers to have a choice in railroad carriers

**22) from Peter Ray to everyone: 1:20 PM**

Too many at grade crossing accidents. Need more strength in the ability to close redundant crossings.

**23) from Theresa Allen to everyone: 1:21 PM**

D,E,F



**24) from Laura Kliewer, Midwest Interstate Passenger Rail Commission to everyone: 1:22 PM**

Not answering this question, as deals exclusively with freight rail . . . .

**25) from Joseph Shacter to everyone: 1:23 PM**

Representing Amtrak, we believe that Indiana's economic competitiveness would be greatly enhanced by expanding rail capacity in shared use corridors both in NW Indiana and along the route we currently use for the Cardinal, and formerly, the Hoosier State. Connecting Indianapolis with Chicago (and Cincinnati as well) with better service made possible by capacity enhancements to shared use corridors would be of great benefit to Indiana.

**26) from Arvid Olson to everyone: 1:23 PM**

Regarding the Rail Plan Task 8: Regarding the current economic slump (due to COVID), how will upcoming applications to the FRA for FAST Act, R&E, and State of Good Repair be supported if Indiana is limited by tight budgets in providing matching funds? What can be done in the short term to maintain momentum?

**27) from Phillip Streby to everyone: 1:25 PM**

F. Funding options to included using property taxes collected from railroads to be used exclusively for rail related improvement projects.

**28) from Phillip Streby to everyone: 1:25 PM**

E. Definitely improve current rail infrastructure to allow for higher speeds associated with passenger rail and track sharing.

**29) from Theresa Allen to everyone: 1:26 PM**

A,D,E

**30) from Phillip Streby to everyone: 1:26 PM**

C. and E.

**31) from Arvid Olson to everyone: 1:26 PM**

Regarding future freight rail decisions: As the class one rail companies contract facilities through the implementation of PSR, what can the state do to preserve rail infrastructure for future growth and new customers usage?

**32) from Justin Cronin to everyone: 1:27 PM**

Supply the capital for individual innovation.



**33) from Phillip Streby to everyone: 1:27 PM**

Previous responses inadvertently sent to "Private".

**34) from Kevin to everyone: 1:27 PM**

lost audio

**35) from Theresa Allen to everyone: 1:27 PM**

No audio

**36) from Arvid Olson to everyone: 1:28 PM**

Keith Bucklew, are you there?

**37) from Theresa Allen to everyone: 1:30 PM**

No audio detected

**38) from Rick Harnish to everyone: 1:30 PM**

all of the above

**39) from Theresa Allen to everyone: 1:30 PM**

All of the above

**40) from Cathy Hale to everyone: 1:31 PM**

All of the above.

**41) from Laura Kliewer, Midwest Interstate Passenger Rail Commission to everyone: 1:31 PM**

All of the above

**42) from Bill Burk to everyone: 1:31 PM**

didn't see connection Waterloo to Chicago

**43) from Fred A. Lanahan to everyone: 1:31 PM**

Need help to select

**44) from Arvid Olson to everyone: 1:31 PM**

Passenger Rail: honestly, a workable Hoosier State could combine effectively C, D, and E.



**45) from Laura Kliewer, Midwest Interstate Passenger Rail Commission to everyone: 1:31 PM**

Would help if could prioritize instead of just pick one

**46) from Joseph Shacter to everyone: 1:31 PM**

While I listed Indy-Chicago as top priority, we would be happy to work with the state on all of these potential accomplishments.

**47) from Rick Harnish to everyone: 1:31 PM**

There is no need to separate these. The same infrastructure can provide all.

**48) from Curt Sylvester to everyone: 1:31 PM**

Interested in restoring passenger rail service which is both funding and getting logistics between all levels of government and track owners.

**49) from Phillip Streby to everyone: 1:31 PM**

A thru E all all important, and should be funded appropriately to serve the needs of Indiana citizens to connect both intrastate as well as with the surrounding region.

**50) from Arvid Olson to everyone: 1:32 PM**

Agree with Rick Harnish

**51) from Craig Blume to everyone: 1:32 PM**

Why not all of them?

**52) from Curt Sylvester to everyone: 1:32 PM**

Need passenger Rail Service between Chicago to Columbus Ohio through Fort Wayne'

**53) from Laura Kliewer, Midwest Interstate Passenger Rail Commission to everyone: 1:32 PM**

Can we possible change that question to a ranking??

**54) from Theresa Allen to everyone: 1:33 PM**

B,D

**55) from Rose Scovel to everyone: 1:33 PM**

Really all.



**56) from Rick Harnish to everyone: 1:33 PM**

Again, all of these are intertwined. The same infrastructure that would allow faster speeds would also allow more frequency and improve reliability.

**57) from Joseph Shacter to everyone: 1:33 PM**

Amtrak believes all of these are important.

**58) from Kevin to everyone: 1:34 PM**

E - as long as it does not interfere with commercial rail

**59) from Craig Blume to everyone: 1:34 PM**

A, B, C, D

**60) from Arvid Olson to everyone: 1:34 PM**

In fairness, after frequency of service needs to integrate speed (reasonable) and reliability.

**61) from Phillip Streby to everyone: 1:34 PM**

all the above

**62) from Arvid Olson to everyone: 1:34 PM**

Good answer, Joe Schacter

**63) from Arvid Olson to everyone: 1:35 PM**

Sorry, 'Shacter'...

**64) from Rose Scovel to everyone: 1:36 PM**

Survey design isn't great. Same with the online survey that was done earlier.

**65) from Kevin to everyone: 1:36 PM**

would you please resend the srp online survey link?

**66) from Arvid Olson to everyone: 1:37 PM**

Many of the answers overlap in importance.

**67) from Theresa Allen to everyone: 1:37 PM**

D,E,F



**68) from Joseph Shacter to everyone: 1:38 PM**

Considering that the Hoosier State is no longer running, I selected D because it would technically be a "new" route. We, as well as federal grant programs available for such things, would consider it a route "restoration," an important difference.

**69) from Arvid Olson to everyone: 1:38 PM**

Joe, and applicable for R&E funding

**70) from Joseph Shacter to everyone: 1:39 PM**

Exactly what I was referring to, Arvid, yes. Wisconsin obtained a R&E grant for the second CHI-Twin Cities train that we plan to add in the next couple of years.

**71) from Arvid Olson to everyone: 1:39 PM**

How will upcoming applications to the FRA for FAST Act, R&E, and State of Good Repair be supported if Indiana is limited by tight budgets in providing matching funds? What can be done in the short term to maintain momentum?

**72) from Phillip Streby to everyone: 1:39 PM**

I suggest having assistance from the Indiana Passenger Rail Alliance to help with the design of this survey. As Rick Harnish suggested, the questions and their limiting responses will provide false responses.

**73) from Justin Cronin to everyone: 1:40 PM**

Other: Public and private partnerships to expand commuter routes. Everyone will need to be onboard to get anything accomplished, and the public will need to want the transportation

**74) from Arvid Olson to everyone: 1:43 PM**

Expedited warehouses to allow for multiple transportation providers and methods

**75) from Phillip Streby to everyone: 1:46 PM**

I would refer to a 1980 Indiana Rail Map compared to today. The result should be obvious.

**76) from Laura Kliewer, Midwest Interstate Passenger Rail Commission to everyone: 1:47 PM**

My answers to last two were responses for passenger rail access.

**77) from Ameerah Palacios to everyone: 1:47 PM**

Thanks, Laura. Noted on our end!



**78) from Kevin to everyone: 1:48 PM**

is Intermodal considered in this data?

**79) from Kevin to everyone: 1:49 PM**

what if there is drayage from here to Chicago? is that included?

**80) from Kevin to everyone: 1:50 PM**

my follow question address potential for intermodal @ Indiana

**81) from Phillip Streby to everyone: 1:50 PM**

The Warsaw based medical industry needs passenger rail to supply the number and types of workers required.

**82) from Phillip Streby to everyone: 1:55 PM**

Passenger rail will likely be "driving" any rail service if Indiana promotes itself as a place to live and work and recreate.

**83) from Rose Scovel to everyone: 1:56 PM**

The meetings need to be divided between freight and passenger to get meaningful feedback. The survey questions need to be better designed by a planner and/or public engagement specialist.

**84) from Phillip Streby to everyone: 1:57 PM**

Passenger rail will likely be "driving" any rail service if Indiana promotes itself as a place to live and work and recreate.

**85) from Laura Kliewer, Midwest Interstate Passenger Rail Commission to everyone: 1:57 PM**

Just today, the stakeholders for the FRA-led Midwest Regional Rail Study, which is coming up with a 40-year vision for passenger rail for the region, produced a semi-final map. I can show it to the group from my screen if you allow ....

**86) from Arvid Olson to everyone: 1:58 PM**

When developing plans for passenger station enhancements, it would be beneficial to integrate transit options into the overall design of the station. That way, these transportation centers would enhance customer loyalty over the long-term. Can the INDOT rail team assist in this cross-disciplinary project.

**87) from Bob Grew to everyone: 1:59 PM**

Will the rail plan include any benchmarking of how like midwestern states plan and fund rail systems?



**88) from Arvid Olson to everyone: 2:04 PM**

May I please respond to Kevin's comment?

**89) from Phillip Streby to everyone: 2:04 PM**

RPA (Rail Passengers Association) has, in conjunction with the Univ. of Miss. developed a means to calculate the value of passenger rail to the communities, states, and regions served. That type of information needs to be included in any cost estimates associated with rail improvement.

**90) from Kevin to everyone: 2:06 PM**

I agree with your comments Arvid. As the plan is developed, there are examples of where states got it wrong and I trust that Indiana will be best in class resulting in a truly better rail system.

**91) from Phillip Streby to everyone: 2:06 PM**

INDOT should consider establishing a Passenger Rail Commission to aid it in developing this plan as well as establishing the needed parameters.

from Arvid Olson to everyone: 2:07 PM

Kevin; collaboration between freight, passenger and the private sector are essential for our infrastructure to work. Cheers!

**92) from Nadia Gkritza to everyone: 2:09 PM**

Report of INDOT-funded project on Evaluating Opportunities to Enhance Hoosier State Train Ridership through a Survey of Riders' Opinions and an Assessment of Access to the Line

[https://docs.lib.psu.edu/jtrp/1660/?\\_ga=2.234702430.154042174.1603720306-1733245931.1603238669](https://docs.lib.psu.edu/jtrp/1660/?_ga=2.234702430.154042174.1603720306-1733245931.1603238669)

**93) from Kevin to everyone: 2:09 PM**

thank you for the opportunity to join in the discussion! great job!

**94) from Arvid Olson to everyone: 2:09 PM**

Nadia, thanks for the link!

**95) from Ameerah Palacios to everyone: 2:10 PM**

Here's the link: <https://www.surveymonkey.com/r/INSRP20>



## Appendix D: Meeting Attendees

Company Name	Organization Type	Title	First Name	Last Name
			Bill	Burk
			Theresa	Allen
Altman, Poindexter, & Wyatt LLC	Legal	Registered Civil and Domestic	Anne	Hensley Poindexter
Altman, Poindexter, & Wyatt LLC	Legal	Registered Civil and Domestic	Scott	Wyatt
American Electric Power	Shipper	Manager of Economic and Business	Shelley	Klug
Amtrak	Railroad	Senior Manager – State Corridors	Joe	Shacter
B&I Transportation Consulting	Shipper	Consultant	Sandy	Bushue
Canadian National Railway Company	Railroad	Manager, Government & Public	Larry	Lloyd
Central Indiana & Western Railroad	Railroad	Owners and General Manager	Mark	Brown
City of Indianapolis	Government	Senior Project Manager	Brett	Morgan
Faith Ministries	Association	Director of Development	Arvid	Olson
G&W RR Services	Shipper	AVP Government Affairs	Charles	Hunter
HDR	Government	Senior Communications Coordinator	Ameerah	Palacios
HDR	Government	Economist	Bakai	Ruslanbek Uulu
HDR		Senior Freight Transportation Planner	Keith	Bucklew
HDR		Senior Railway Planner	Matt	Van Hattem
HDR	Government	Freight Planner	Tom	Visee
HDR	Government	Senior Economist	Vishal	Savalani
High Speed Rail Alliance	Association	Executive Director	Rick	Harnish
INAg LLC (representing Kankakee, Indiana)	Lobbyist	Principal	Cresswell	Hizer
Indiana Boxcar Corporation	Shipper	President	R.Powell	Felix
Indiana Chamber of Commerce	Association	Vice President of Economic	Adam	Berry
Indiana Motor Truck Association	Association	Vice President	Barbara	Hunt
Indiana Motor Truck Association	Association	President	Gary	Langston
Indiana Northeastern Railroad Company	Railroad	President	Gale	Shultz
Indiana Operation Lifesaver	Association	Executive Director	Jessica	Feder
Indiana Passenger Rail Alliance	Association	Board Member	Andrea	Ditto
Indiana Passenger Rail Alliance	Association	Member	Mike	Ditto
Indiana Passenger Rail Alliance, Rail Users	Association	Director	Phillip	Streby
Indiana Railroad Company	Railroad	VP of Engineering	Peter	Ray
Indianapolis Metropolitan Planning	Association	Principal Planner	Rose	Scovel
INDOT	Government	Project Manager	Bridgette	Hail
INDOT	Government	Programs Manager	Venetta	Keefe
Kokomo Grain	Shipper	CEO/President	Scot	Ortman
League of Women Voters	Association	Former manager: Lafayette Railroad	Liz	Solberg
Lima-Alien County Regional Planning	Planning	Assistant Planner	Cody	Doyle
Lucas Rail Lines	Railroad	Superintendent of Operations	Nicholas	Amy
Madison Railroad	Railroad	CEO	Cathy	Hale
Madison Railroad	Railroad	Director, Railroad Services	Casey	Goode
MG Rail	Railroad	General Manager	Chuck	Long
Midwest and Bluegrass Rail	Railroad	Manager, Business Development and	Brendan	Keener
Midwest Interstate Passenger Rail	Railroad	Director	Laura	Kliewer
Newport Chemical Depot Reuse	Shipper	Executive Director	Bob	Grewe
Northern Indiana Passenger Rail	Association	Corporate Secretary	Curt	Sylvester
Northern Indiana Passenger Rail	Association	President	Fred	Lanahan
Northern Indiana Passenger Rail	Association	Board of Director and Executive	Craig	Blume
Northern Indiana Passenger Rail	Association	Board of Director and Executive	Craig	Blume
Northwest Indiana Forum Regional	Association	President and CEO	Heather	Ennis
Nucor	Shipper	Interim Hot Mill Manager	Scott	Shortridge
Perry County Port Authority/Hoosier	Railroad	General Manager	Jared	Kleemann
Pioneer Railcorp	Railroad	Vice President of Government	Jamie	Caton
Pioneer Railcorp	Railroad	Vice President of Engineering	Todd	Marklin
Pioneer Railcorp	Railroad	General Counsel	Kristin	Bevil
Purdue University	Academic	Professor, Lyles School of Civil	Nadia	Gkritza
Red Gold	Shipper	VP President of Supply Chain	Kevin	Murray
South Shore Line	Railroad	Chief Accountant	Kelly	Wenger
The Indiana Railroad	Railroad	Project Manager, Engineering	Justin	Cronin
The Indiana Railway Museum	Nonprofit	General Manager	Rick	Olsen
Vermillion River Mega Park	Shipper	Executive Director	Bob	Grewe
Watco Companies	Shipper	General Manager	Chadd	Thimesch
Whitewater Valley Railroad	Railroad	Publicity Officer	William	Gray